

# PONTIAC



## Service Craftsman News

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# FOURTEEN NEW EXTERIOR COLOR COMBINATIONS

### NEW COLOR COMBINATIONS AVAILABLE

A number of new color combinations have been added to the large selection available on the 1955 Pontiac. Two of these combinations are made up of entirely new colors. They are:

Color Comb. No.	Color	Dupont Stock No.
5541	Driftwood Beige	1885
5582	(UP) Polo White (LO) Driftwood Beige	2177 1885

The following combinations are made up of previously released colors used in combinations not heretofore available. The Dupont stock number of these colors will be found in the October-November, 1954 Service Craftsman News. See your color and trim guide for model availability and trim combinations.

Color Comb. No.	Color
5584	(UP) Avalon Yellow (LO) Falcon Grey
5585	(UP) Castle Grey (LO) Avalon Yellow
5586	(UP) Castle Grey (LO) Bolero Red

5587	(UP) Castle Grey (LO) Valley Green
5588	(UP) Castle Grey (LO) Sequoia Green
5589	(UP) Falcon Grey (LO) Avalon Yellow
5590	(UP) Avalon Yellow (LO) Castle Grey
5591	(UP) Bolero Red (LO) Castle Grey
5592	(UP) Valley Green (LO) Castle Grey
5593	(UP) Sequoia Green (LO) Castle Grey
5594	(UP) Firegold (LO) White Mist
5595	(UP) Turquoise Blue (LO) White Mist

### ENGINE OIL LEAKS

Reports are still being received on rear main bearing oil leaks which under investigation prove to be leaks from other points. In cases of this nature it is suggested that a review of the story on page 81 of the December 1954 Service Craftsman News may prove helpful in pinpointing the location of the leak.

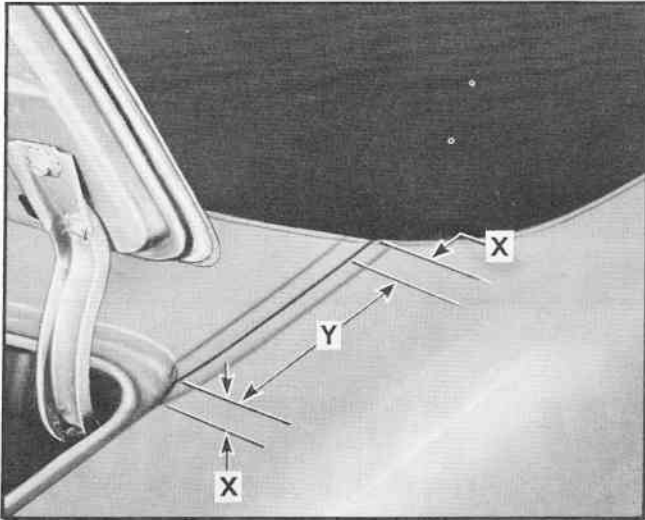


Fig. 1 Rear Quarter Outer Panel Weld  
(Convertible Style Shown)

### CORRECTION OF CRACKED SOLDERED JOINTS

If a case is encountered where the solder fill on the rear compartment front and shelf panel to rear quarter outer panel and/or the rear end panel to rear quarter side outer panel extension is cracked, the condition may be corrected in the following manner:

1. If one of the rear compartment front and shelf panel to rear quarter outer panel weld joints is affected, remove the back window and all moldings necessary to gain access to the entire weld joint as shown in Fig. 1.

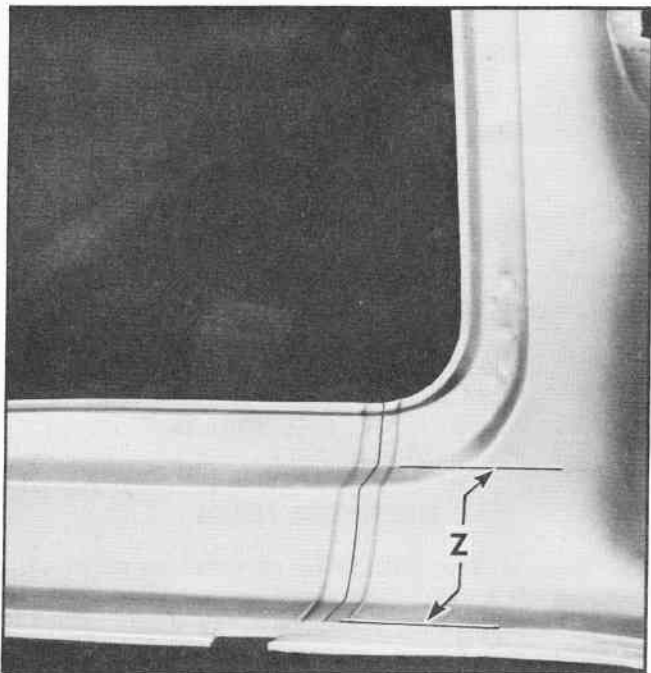


Fig. 2 Rear End Panel Weld

NOTE: On convertible styles, disengage the folding top trim stick retainer and fold the top material forward.

2. Protect all adjacent trim, hardware and painted surfaces against molten solder and the succeeding welding and brazing operations.
3. Remove all of the solder fill from the joint as shown in Fig. 1.

CAUTION: Area to be welded and brazed must be thoroughly cleaned of solder.

4. Protect the surfaces adjacent to the weld joint from distortion, using a wet asbestos paste.
5. Gas weld for a distance of one inch at each end of the joint shown by distance "X" in Fig. 1.
6. Braze the remaining weld joint as shown by distance "Y" in Fig. 1.

NOTE: It should be noted that the weld joint includes the face of the rear compartment gutter.

7. If the rear end panel to rear quarter side outer panel extension weld joint is affected, remove the solder fill and braze the joint as shown by distance "Z" in Fig. 2.
8. On all repaired weld joints: solder fill, metal finish and refinish after the brazing operation.

### HYDRA-MATIC REVERSE DRIVE FLANGE THRUST WASHER CHANGED

A new reverse drive flange thrust washer, part number 8617148 is being used in production starting with Hydra-Matic serial number P55-172860. The new thrust washer is 1-5/8" I.D. and 2-19/32" O.D. making it larger than the 8608761 washer previously used. The new design will eliminate the possibility of the reverse drive flange thrust washer undercutting the output shaft. The 8617148 washer can be used on all past models in place of the 8608761.

### DIRECTION SIGNAL INDICATOR LAMP SOCKET NOW SERVICED SEPARATELY

Due to a number of P.I. reports received reporting failure of the directional signal lamp due to a damaged socket, the socket has been released for separate service. The socket with an approximate 4" pigtail is released under part number 2963861. When necessary to replace a damaged socket the new assembly should be spliced into the original wire assembly, soldered and taped.

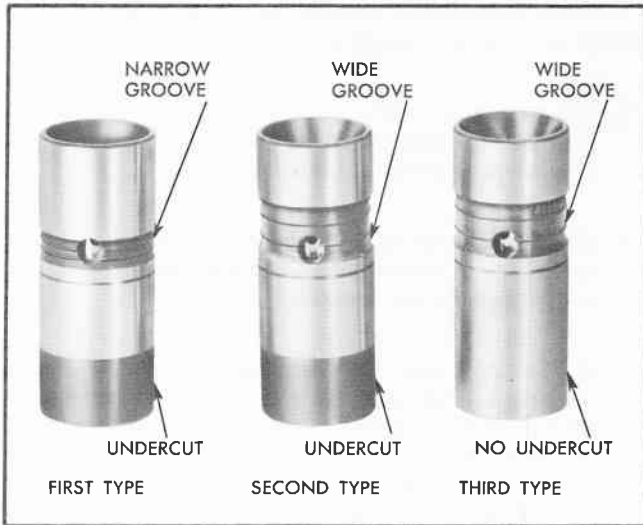


Fig. 3 Comparison of Three Valve Lifter Types

### THREE DIFFERENT VALVE LIFTERS USED IN PRODUCTION

Since the beginning of production three type valve lifters, which differ in appearance, have been used. These three types are shown in Fig. 3. The first type has a narrow-groove and an undercut, the second type a wide groove and an undercut and the third type a wide groove with no undercut. These three types are interchangeable in all respects and are serviced under the same part number.

### UPHOLSTERY CLEANER WITH D-5 ADDITIVE

Pontiac Upholstery Cleaner, part #984267, through the last seven years, has proven itself to be the finest product available.

Now it has been further improved by our source, with a new ingredient D-5 Additive. With this new D-5 Additive the Upholstery Cleaner will not only make your used cars look better, it will make them smell better. It has a powerful deodorizing ability to remove the stale, musty odor of smoke found in so many used cars. In cases involving cars which have been submerged in water, the complete absence of odor was noted after using this cleaner.

In addition to using the cleaner on cloth upholstery, two ounces of Upholstery Cleaner mixed with one ounce of water and a small amount of any good liquid wax will give you a superior cleaning agent for the leather upholstery used in our custom models.

The Upholstery Cleaner can also be used as a good customer service labor builder by offering a regular cleaning service for even the new cars.

### INSTALLATION OF CONTINENTAL TIRE KIT

It has been brought to our attention that some dealers have been reluctant to drill out the necessary frame rivets to install the Continental tire kit on convertible models.

These rivets are installed for processing only and are not a structural fastening, therefore, they can be drilled out as covered in the tire kit installation instructions.

When installing the kit on any model it is very important that mechanism is parallel with the ground before locating and drilling holes. Installation instructions must be followed exactly or a misaligned installation will result.

The following replacement parts for the Continental tire kit are now available. These parts should be ordered directly from Pontiac Motor Division, Accessory Sales Department, 196 Oakland Avenue, Pontiac, Michigan.

- 521747 Rear Bumper Apron - Right Hand
- 521748 Rear Bumper Apron - Left Hand
- 521749 Rear Bumper Center - Right Hand
- 521750 Rear Bumper Center Apron-Left Hand
- Anti-Rattle Rubber Channel Moulding

### REMOVAL OF "METAL WRAP" PROTECTIVE COATING FROM SERVICE PANELS

To avoid the possibility of paint failures on replacement service panels which are coated with "Metal Wrap", it is recommended the following procedure be followed very carefully:

1. Completely remove the "Metal Wrap" protective coating from the entire panel with mineral spirits, kerosene or enamel reducer and clean rags. Be especially certain that all hemming flanges, corners, etc. are cleaned thoroughly.
2. Wipe the entire panel with a solvent cleaner, such as "Prep-Sol", "Pre-Kleano and Wax Remover" or their equivalent.
3. Lightly sand the bare metal with 320 sandpaper.
4. Wash the panel with a metal conditioner, such as "Metalprep", "Metal Conditioner", "Dioxidine" or any other equivalent. Follow the manufacturer's directions for applying the specific material used.

NOTE: After completing Step No. 4, the metal surfaces to be painted should not be touched with the hands before the primer coat is applied. If the panel is not primed shortly after cleaning, Step No. 4 should be repeated before priming.

5. The surface is now ready to be painted in the usual manner.

**CORRECTION OF POOR WINDSHIELD WASHER PERFORMANCE**

In order to correct unsatisfactory windshield washer performance on early production cars equipped with metal windshield washer control and discharge tubes it may be necessary to replace the metal tubing with two sections of rubber hose. The following parts are required to perform this operation. These parts are Factory Warehouse items only and should be ordered in the usual manner. The suggested time allowance for this conversion is .6 hrs.

- 1 - 521195 Hose, Windshield Washer Control
- 1 - 521196 Hose, Windshield Washer Discharge
- 1 - 521318 Connector
- 1 - 521331 Elbow
- 3 - 520882 Clip
- 3 - 444267 Screw

This condition has been corrected in production with the use of rubber hose and the installation of the windshield washer jar on the firewall on all cars except those equipped with air conditioning.

**BODY REFINISHING PRECAUTIONS**

The factory finish on Pontiac automobiles is applied under controlled conditions which provide the maximum film thickness that can be built-up on a steel panel. If panels are to be re-finished in another color (or the same color), it is imperative that the total film thickness not exceed this maximum.

It has been observed that some dealers are merely "scuffing" the original color coats before refinishing or two-toning. This practice can result in a film thickness which is too great to withstand the normal expansion and contraction of the panels and of the finish itself. Conditions commonly experienced with an excessive film thickness are: cracking, checking, peeling, alligatoring, crazing, etc. In addition, if moldings are not removed, careless spray technique can cause "bridging" along the moldings.

**SERVICE MANAGER—IMPORTANT**

This News contains important service information on Pontiac cars. Each subject should be cross-referenced in the space provided at the end of each section in the Shop Manual or its Supplement. **Be sure and cover every point with your entire organization.**

Each service man should sign in the space below after he has read and understands the information in this issue.


When refinishing certain portions of the car, the following precautions should be observed:

1. Original color coats should be sanded down or stripped so that the final finish will not exceed maximum allowable thickness.
2. If original color is a "bleeder" and is not entirely removed, a sealer should be applied prior to the application of the new color coats.
3. If moldings are not removed for the re-finish operation, extreme care must be exercised to make certain the new color coats do not "bridge" between the panels and moldings. The unsupported film in such "bridges" fractures easily and leads to peeling and flaking.

**CORRECTIONS TO 1955 PRELIMINARY SHOP MANUAL**

The model number of the heavy duty battery given on page 12-2 should be 3SM70 instead of 2SM70.

Step 2 page 9-8 under Assembly of Standard Steering Gear should read "Install 18 balls in each circuit of ball nut . . . and insert 9 balls in each return guide . . ." Only 54 balls are used in the standard steering gear.

**LOCKWASHERS NOT REQUIRED ON NEW TYPE MAIN BEARING CAPS**

Starting in March a new type main bearing cap was used in production. Lockwashers under the attaching screws are not used with this cap. The new bearing cap is thicker and has the bolt boss length increased by the thickness of the removed lockwasher. In no case should lockwashers be added to these installations because the thread engagement of the screw would be reduced.